



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Dr. Gregory Cooper
Assistant Superintendent for Information and Technology Services
Phoenix Union High School District
4502 North Central Avenue
Phoenix, Arizona 85012

Dear Dr. Cooper:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Phoenix Union High Schools District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Carl Hayden High School
- Comprehensive High School (Future School)

Based on earlier conversations with several individuals, including the Carl Hayden High School Athletic Director, and Patrick Prince, the Division Manager of Construction and Facilities, Carl Hayden High School is fenced and locked and arrangements must be made to use the recreational facilities during non-school hours. It is currently unknown whether Comprehensive High School will be fenced or locked. No other planned schools were identified.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Jack Bliss, Superintendent
Riverside Elementary School District
1414 South 51st Avenue
Tempe, Arizona 85284-2197

Dear Mr. Bliss:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Riverside Elementary School District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Riverside Elementary School
- Kings Ridge School
- Future school site, still in developer ownership and no active school planning yet.

Based on earlier conversations school grounds are fenced and locked during non-school hours and use of recreational facilities need to be arranged in advance. This policy will apply to future schools as well.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 13, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Joe McDonald, Superintendent
Tempe Union High School District
500 West Guadalupe Road
Tempe, Arizona 85283-3599

Dear Mr. McDonald:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified Desert Vista High School within ¼ mile of the proposed South Mountain Transportation corridor alignments.

Previous conversations with high school staff and the District Business office indicate that the school is fenced and locked and a security guard will direct those who are not authorized to be on campus off the school grounds. Although the District owns land in the study area, there are no schools actively being planned.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure

cc: SThomas, BVachon, Rellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Bill Christensen
Administrator for Business Services
Tolleson Elementary School District
9261 West Van Buren Street
Phoenix, Arizona 85353

Dear Mr. Christensen:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Tolleson Elementary Schools District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Porfirio H. Gonzales Elementary School
- Sheely Farms Elementary School
- 8803 West McDowell Road (Future School)
- Arizona Desert Elementary School (Future School)

Based on our earlier conversations, schools within the Tolleson Elementary School District are fenced and locked after hours and prior arrangements need to be made to access recreational facilities. This policy will also apply to future schools.

To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly assistance appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Tim O'Brien, Director of Operations
Tolleson Union School District
9419 West Van Buren Street
Tolleson, Arizona 85353

Dear Mr. O'Brien:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified Tolleson Union High School as being within ¼ mile of the proposed South Mountain Transportation corridor alignments. Tolleson Union High School District has not indicated that there are any planned schools within ¼ mile of the proposed alignments.

Previous conversation with the District has indicated that recreational amenities west of the school building and football stadium are open for public use during non-school hours; this includes the tennis, basketball and handball courts and the ball fields. Prior arrangements need to be made to use all other recreational facilities.

To ensure that the above information is correct please indicate whether the information is still current or if there are changes. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

December 15, 2005

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Justin Greene, Superintendent
Union Elementary School District
3834 South 91st Avenue
Phoenix, Arizona 85353

Dear Mr. Greene:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

Section 4(f) properties are publicly owned parks and recreation areas, waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. Schools within the study area may be considered Section 4(f) recreational areas if they are available for walk-on public use during off-school hours. We have identified the following Union Elementary District schools/planned schools within ¼ mile of the proposed South Mountain Transportation corridor alignments:

- Union Elementary School
- Hurly Ranch Elementary School (Future School)
- 87th Avenue and Durango (Future School)

Based on earlier conversations the school grounds are fenced and locked during non-school hours and pre-arrangement of after hours activities is necessary. This same policy applies to Hurly Ranch Elementary and the future school at 87th Avenue and Durango.

To ensure that the above information is correct please indicate whether the information is still current or if there are changes. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by January 14, 2005 or sooner would be greatly appreciated.** Thank you for your continued assistance.

Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm





Arizona Division
400 East Van Buren Street
One Arizona Center Suite 410
Phoenix, Arizona 85004-2264

January 3, 2006

In Reply Refer To: NH-202-D(ADY)
TRACS No.: 202L: MA 054 H5764 01L
South Mountain Transportation Corridor

Mr. Jack Bliss, Superintendent
Riverside Elementary School District
1414 South 51st Avenue
Phoenix, Arizona 85043

Dear Mr. Bliss:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for a proposed South Mountain Freeway alignment (Figure 1). We are in the process of finalizing information on Section 4(f) properties gathered from your school district to date.

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- Riverside Elementary School
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- Future school site, still in developer ownership and no active school planning yet.

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To ensure that the above information is correct please indicate whether the information is still current or if there are change. Please respond in writing to Audrey Unger, HDR Engineering, Inc. via US Mail at 3200 East Camelback Road, Suite 350, Phoenix, Arizona 85018 or by email at Audrey.Unger@hdrinc.com. **A response received by February 3, 2006 or sooner would be greatly appreciated.** Thank you for your continued assistance.

– Sincerely yours,

STEPHEN D. THOMAS

Robert E. Hollis
Division Administrator

Enclosure
cc: SThomas, BVachon, R Ellis (619E), AUnger (HDR)
SDThomas:cdm



Kyrene de los Lagos Elementary School

17001 S. 34th Way, Phoenix, AZ 85048 (480) 783-1400 Fax (480) 759-5560

ADMINISTRATION

Mr. Jim Stroger, Principal

Mrs. Pam Nephew, Assistant Principal



February 23, 2005

HDR Engineering, Inc.
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

Re: Project Name: So. Mountain Freeway

Dear Ms. Unger,

This letter is being written in response to questions concerning the proposed South Mountain Freeway alignment and it's impact.

During the school year, we have approximately 570 students using the playground facilities and grounds each week day. We currently have after school activities every day of the week when school is in session. Lagos has two different after school programs (City of Phoenix Parks and Recreation & Kyrene Kids Club) that meet until 6:00 PM with over 120 children attending the programs. Scouts meet five to six times a week sometimes until approximately 8:00 PM with as many as 75 students present after school. ASU holds a class here every week until 7:30 PM with approximately 25 students. The Ahwatukee Little League holds practices and games after school until 7:30 PM and on Saturdays until 4:30 from mid Feb. through June with approximately one hundred people participating. During the summer, one of the City of Phoenix Summer Program sites is Lagos with approximately 150 students attending daily from 6:00 AM until 6:00 PM.

Activities at the school and on our grounds are accessed by either using Lakewood Parkway or 34th Way and the two parking lots that are adjacent to both streets.

After school activities do have to be scheduled in advance and the school itself is locked after hours but the fields are not.

Our primary play area is directly adjacent to the south property line along Pecos Road. The portables that house some of our after school programs are within 14 feet of the fence line. Our school building is 85 feet from the property line. If any more information is needed, please feel free to contact me at (480) 783-1481.

Sincerely,

Jim Stroger
Principal



Kyrene School District

Mission Statement

We are committed to the achievement of individual academic excellence through high quality teaching, learning, and community involvement which results in students being well prepared to meet future educational challenges and to contribute to society.

March 8, 2005

Governing Board

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John Doney
Vice President

Mitzi Epstein
Member

Sue Knudson
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Administration

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Superintendent

Victoria Taylor, Ph.D.
Assistant Superintendent
Human Resource Services

Terry Tatterfield
Assistant Superintendent
Support Services

David Schauer, Ed.D.
Assistant Superintendent
Instructional Services

Christie Winkelmann
Executive Director
Student Services

Audrey,

Following is the information you requested.

Groups that have access to these school facilities include any outside organization (e.g., athletic leagues, churches, home owner's associations, universities, recreational programs) that requests and is granted the use of the facilities. Each organization's use of the facility varies in frequency and duration. Estrella's use is approximately 7000 hours per year; Lagos's use is approximately 3100 hours per year. In each hour of use, I would estimate there are 100 people present.

Amenities at each school are accessed by parking and walking on to campus (both interior and exterior facilities). Lagos' parking lots are accessed off of 34th Way or Lakewood Parkway. Estrella's parking lots are accessed from Liberty Lane. Both schools have on-site security that monitor the locking of perimeter doors and redirect organizations who have not received approved use of the facility (not individuals) off campus. Both schools have available for use library, ramada, multipurpose room, outdoor fields and courts, and multiple classrooms.

'Organized' after-hours activities must be scheduled in advance by requesting use of the facility on district-provided forms (which are submitted to the school at least 10 days in advance of the requested use). You may want to read the details of the reservation process at www.kyrene.org/facilitiesuse.

If I can be of further assistance, please reach me at bpomus@kyrene.org.

Bonni Pomush
Assistant Director
Auxiliary Student Services



Kyrene School District

Mission Statement

We are committed to the achievement of individual academic excellence through high quality teaching, learning, and community involvement which results in students being well prepared to meet future educational challenges and to contribute to society.

March 8, 2005

Governing Board

Rae Waters
President

John Doney
Vice President

Mitzi Epstein
Member

Sue Knudson
Member

Rich Zawlocki
Member

Administration

Maria L. Mancini, Ed.D.
Superintendent

Victoria Taylor, Ph.D.
Assistant Superintendent
Human Resource Services

Terry Tatterfield
Assistant Superintendent
Support Services

David Schauer, Ed.D.
Assistant Superintendent
Instructional Services

Christie Winkelmann
Executive Director
Student Services

Audrey,

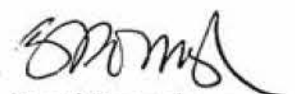
Following is the information you requested.

Groups that have access to these school facilities include any outside organization (e.g., athletic leagues, churches, home owner's associations, universities, recreational programs) that requests and is granted the use of the facilities. Each organization's use of the facility varies in frequency and duration. Estrella's use is approximately 7000 hours per year; Lagos's use is approximately 3100 hours per year. In each hour of use, I would estimate there are 100 people present.

Amenities at each school are accessed by parking and walking on to campus (both interior and exterior facilities). Lagos' parking lots are accessed off of 34th Way or Lakewood Parkway. Estrella's parking lots are accessed from Liberty Lane. School grounds remain locked after hours. Both schools have on-site security that monitor the locking of perimeter doors and redirect individuals (who have not received approved use of the facility) off campus. Both schools have available for use library, ramada, multipurpose room, outdoor fields and courts, and multiple classrooms.

After-hours activities must be scheduled in advance by requesting use of the facility on district-provided forms (which are submitted to the school at least 10 days in advance of the requested use). You may want to read the details of the reservation process at www.kyrene.org/facilitiesuse.

If I can be of further assistance, please reach me at bpomus@kyrene.org.


Bonni Pomush
Assistant Director
Auxiliary Student Services





City of Phoenix
PARKS AND RECREATION DEPARTMENT

June 22, 2005

Audrey Unger
HDR Engineering, Inc.
3200 East Camelback Road, Suite 350
Phoenix, AZ 85018

Dear Ms. Unger:

Re: South Mountain Transportation Corridor, ADOT Tracs No.: 202 MA 054
H5764 OIL, Project No.: RAM-202-C-200

A functional network of urban trails is planned throughout the city that is multipurpose, easily accessible, and convenient, connects parks, major open spaces, and village cores.

Multipurpose recreational trails are intended to serve equestrians, pedestrians, and bicyclists. The City, in cooperation with private developers, is working to create or construct multi-use trails. These natural-surface recreational trails are intended to accommodate a variety of nonmotorized uses.

These trails are primarily used for recreation and are located in pedestrian easements adjacent to public rights-of-way, and in privately owned open spaces. They are vital nonmotorized links within the community.

Regardless of which transportation corridor is selected by ADOT, the existing and proposed trails should be accommodated by providing wider bridges, pedestrian equestrian tunnels, and other accommodations to preserve the proposed and established trails network.

Sincerely,

Boyd C. Winfrey
Landscape Architect II

cjp/S:\2005 Carolyn Files\Boyd\Audrey Unger 062205.doc

c: Ralph Ellis, ADOT
James Burke, PRD



ADMINISTRATIVE CENTER
9419 West Van Buren Street
Tolleson, Arizona 85353
623.478.4001
FAX 623.936.5048
WEB www.tuhsd.org

GOVERNING BOARD OF EDUCATION
Kimberly A. Owens, President
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SUPERINTENDENT
Kino V. Flores, Ed. D.

February 24, 2005

Ms. Maria Deeb-Roberge
Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue
Phoenix, Arizona 85007-3213

Dear Ms. Deeb-Roberge:

The Tolleson Union High School District #214 established a community and school partnership with the City of Tolleson dating back to FY1983. The partnership makes all facilities and playing fields available to all community members before and after school hours, weekends and holidays and most of the summer months. These facilities include, but are not limited to, the school's indoor gymnasiums, tennis and racquetball courts, baseball and softball fields and both game and practice football fields.

The groups that have access to these facilities include Pop Warner Football leagues, Little League Associations that range from minor leagues to Babe Ruth, men and women softball leagues, girls youth softball leagues, church leagues, basketball leagues, adult and youth tournaments, annual City of Tolleson events that may include carnivals and games, as well as, all athletic tournaments.

Recreational amenities can be accessed through the City of Tolleson Complex during non-school hours or Tolleson Union High School during school hours. An Intergovernmental Agreement (IGA) by the city and school district was created in 1985 and is approved on an annual basis to work collaboratively to provide constituents with parking lots for both entities. A telephone call is normally all that is necessary to make streets and parking lots available to school and city sponsored events.

All school grounds are locked and secured by school personnel. School staff clean and maintain the facilities and fields and the City of Tolleson pays for lights and water for the facilities. The district requests that all after school activities be scheduled one week in advance.

If you need additional information, please call me at 623-478-4001.

Respectfully,

Kino V. Flores, Ed.D.,
Superintendent

KVF/lcl

cc: Mr. Ralph Velez, City Manager
City of Tolleson

Mr. Harold Crenshaw, Principal
Tolleson Union High School



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Eilers
State Engineer

August 31, 2005

Dr. David Jacobs
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA H5764 01E
South Mountain Transportation Corridor
Continuing Section 106 Consultation
Addendum Class I and Class III Survey Reports

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. The EIS addresses ten variations of five alternative alignments for the proposed South Mountain Freeway, which would extend around the south side of South Mountain from Interstate 10 (I-10) in west Chandler and to I-10 in west Phoenix. As this project would employ federal funds, it is considered a federal undertaking subject to Section 106 review.

Land jurisdiction for the alternative alignments includes private land (5,160.7 acres) and lands administered by the Arizona State Land Department (101.4 acres), the Bureau of Land Management (35.1 acres), and the City of Phoenix Parks and Recreation (62.32 acres).

Potential consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP), the Bureau of Land Management (BLM), the Bureau of Indian Affairs (BIA), the Bureau of Reclamation (Reclamation), the Arizona State Land Department (ASLD), the Salt River Project (SRP), the Roosevelt Irrigation District (RID), the Flood Control District of Maricopa County, the Maricopa County Department of Transportation, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, the City of Tolleson, the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community (GRIC), the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pasqua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Tribe, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Nation, and the Yavapai-Prescott Indian Tribe.

Jacobs
August 31, 2005
Page 2 of 12

The Area of Potential Effect (APE) is comprised of ten alternative (overlapping) freeway corridors (E1, W55, W71, W101WPR, W101WFR, W101W99, W101CPR, W101CFR, W101EPR, and W101EFR) that extend from I-10 west of Phoenix to I-10 in west Chandler, south of the greater Phoenix metropolitan area. Alternative corridors are 1000-ft (304.8-m) wide and range from 21.5 miles (34.6 km) to 23.6 miles (38.0 km) in length.

The cultural resources component of the EIS includes four technical studies:

- A Class I overview of the overall study area: *"A Class I Overview of the South Mountain Corridor Study Area, Maricopa County, Arizona"* (Burden 2002). Previous consultation regarding adequacy of the report resulted in concurrences/responses from SHPO (Jacobs, September 19, 2003); BLM (Stone, September 22, 2003); City of Phoenix (Stocklin, September 8, 2003 and Bostwick, September 17, 2003); the Hopi Tribe (Kuwanwisiwma, September 10, 2003); Yavapai Prescott (Jones, September 10, 2003); Reclamation (Heathington, September 11, 2003); SRP (Anduze, November 10, 2003); and BIA (October 27, 2003).
- A Class III survey of the proposed alternative alignments: *"A Class III Cultural Resource Survey of Five Alternative Alignments in the South Mountain Freeway Corridor Study Area, Maricopa County, Arizona"* (Darling 2005). Consultation regarding adequacy of the report is on going. To date, concurrence responses have been received from SHPO (Jacobs, July 11, 2005), Bureau of Reclamation (Ellis, July 12, 2005), Bureau of Land Management (Stone, July 26, 2005), City of Phoenix (Bostwick, July 18, 2005), Pueblo of Zuni (Quewakia, July 12, 2005), Yavapai-Prescott Indian Tribe (Kwiatkowski, July 22, 2005).
- An addendum Class I overview and addendum Class III survey to address the expansion of the overall study area to include portions of the I-10 and State Route 101L freeway corridors and shifts in the alternative alignments (late 2004 and early 2005). The addendum Class I report is titled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*. The Class III report is titled *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*. Both reports are enclosed for consultation and discussed below.

Addendum Class I Overview Results

The addendum Class I overview, titled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck and Touchin 2005), identified 27 previously recorded prehistoric and historic archaeological sites, five historical-period linear sites, and 129 historic building properties (see attached Table A). In addition, historical maps indicate that several prehistoric canal alignments pass through the study area. For the archaeological sites, five are considered eligible to the National Register of Historic Places (NRHP) under Criterion D, five sites are not eligible, nine sites have not been evaluated for eligibility, and the eligibility status of eight sites is unknown due to a lack of available information. Historically



2001 Award Recipient

Jacobs
August 31, 2005
Page 3 of 12

documented prehistoric canals in the area are viewed as potentially eligible resources that should be investigated if encountered.

The Class I study revealed five historical-period linear sites in the study area. The linear sites are considered eligible overall under Criterion A with contributing and non-contributing segments.

Of the 129 historic building properties, 25 have been previously recommended as eligible to the NRHP under Criteria A and/or C, 37 have been recommended as not eligible, and 67 have not been evaluated. Seventy-one historic building properties are in the Capital Redevelopment Area in Phoenix, an unincorporated residential area with an abundance of historic building properties. Eighteen of the historic building properties are in the Villa Verde Historic District, which is listed on the Phoenix Register of Historic Places. Although the Villa Verde properties were previously recommended as not eligible to the NRHP, they should be re-evaluated within the context of an early Phoenix suburban neighborhood.

The vast majority of cultural resources identified in the addendum Class I study area will not be affected by any of the proposed alternative alignments. Cultural resources in the W55 and W71 alignments include AZ T:11:26 (ASM), AZ T:12:4 (MNA), AZ T:12:5 (MNA), AZ T:12:10 (ASM) (Los Colinas), AZ T:12:38 (ASM), and AZ T:12:178 (ASM) (Los Aumentos). Cultural resources in the W101 alignments include AZ T:7:167 (ASM) (Grand Canal), AZ T:10:83 (ASM) (Roosevelt Canal), AZ T:11:26 (ASM), AZ T:12:4 (MNA), and AZ T:12:178 (Los Aumentos).

Addendum Class III Survey Results

An addendum survey of shifted alternative alignments, defined in December 2004, and agricultural fields that had been plowed in early 2005 since the time of the initial Class III survey conducted by the GRIC (Darling 2004), was conducted by HDR Engineering, Inc. (HDR). In addition, the addendum Class III survey included documentation of 21 historic sites not included in the initial Class III survey (Darling 2004). The results are reported in a report titled *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck 2005), which is enclosed for your review and comment. One archaeological site and 21 historic sites were identified in the proposed alternative alignments (see attached Table B). The archaeological site is recommended as eligible to the NRHP under Criterion D. Two historic sites are recommended as eligible under Criterion A. Three historic sites are recommended as eligible under Criterion C. One historic site is recommended as eligible under Criteria A and B. One historic site is recommended as eligible under Criteria A and C. One historic site is recommended as eligible under Criteria A and D. One historic site is recommended as eligible under Criterion A but non-contributing within the proposed alternative alignments. Twelve historic sites are recommended as not eligible.

Archaeological Sites

- AZ T:12:221 (ASM) is a prehistoric Hohokam artifact scatter. The site is recommended as eligible to the NRHP under Criterion D for its potential to provide important information on prehistoric settlement and land use in the lower Salt River Valley near the confluence of Gila and Salt rivers.



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Canals

- The SRP 99th Avenue Lateral, located on the east side of South 99th Avenue and north of Lower Buckeye Road, is recommended as eligible to the NRHP under Criterion A as a rare irrigation feature that was once common in the agricultural landscape of the Salt River Valley. The lateral is being converted to an underground pipe in response to the Pecan Promenade and City of Phoenix development projects. SRP and Reclamation are currently in the process of preparing a report for the canal that documents its history and engineering, as a form of mitigation. Upon completion of these projects, the 99th Avenue Lateral will no longer be considered a contributing component of the overall SRP irrigation network.

Commercial Properties

- Mother's Restaurant at 5760 West Buckeye Road is recommended as not eligible to the NRHP due to a lack of historical significance and integrity. The original gas station is heavily modified as a result of its conversion to a restaurant in the 1970s. It no longer retains integrity of workmanship and design. Historically, the gas station was in a rural agricultural setting along a two-lane highway. Today, the property has lost its integrity of setting and feeling, as it is in a modern industrial zone with old US 80 (West Buckeye Road) widened to a five-lane urban thoroughfare.
- The Jarvis Marine Repair Shop at 5800 West Buckeye Road is recommended as not eligible to the NRHP due to its age and lack of architectural significance.

Farms

- The Hudson Farm located at 9300 South 59th Avenue is recommended as eligible to the NRHP under Criterion A as an exceptional example of a historic farmstead in Laveen. It retains a complete suite of agricultural buildings and structures from the period of significance that are in good condition and well preserved. In addition, the farmstead does not have any intrusive modern buildings or structures that would detract from its historic setting and feeling (other than a large satellite dish which could be easily removed). The farmstead's combination and overall layout of older buildings and structures, along with other contributing elements such as the mature landscaping, palm tree-lined driveways and entrance gates, provides an inclusive picture of what a working farmstead was like in Laveen during the agricultural era period of significance. The property retains integrity of location, workmanship, materials, design, and association. Furthermore, the surrounding agricultural field provides the contextual framework within which the property conveys its historic character as a farmstead. Thus, the agricultural field is an important contributing component that defines and preserves the farmstead's integrity of setting and feeling. It is recommended that the entire 38-acre parcel is eligible for the NRHP under Criterion A as an exceptional example of a historic-period Laveen farmstead. Additionally, the pair of stave silos are recognized as individually eligible to the NRHP under Criterion C, as rare examples of a once common architectural form that was a fundamental component of Laveen's historic agricultural landscape.



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Farmsteads

- The Anderson Farm Tenant Residences at 9901 and 9903 West Van Buren Road are recommended as not eligible to the NRHP due to a lack of historical and architectural significance.
- The Carter Farmstead at 7201 and 7215 West Broadway Road is recommended as not eligible to the NRHP. The farmstead has lost too many of its primary elements to convey a good sense of its historic character. While it provides a picturesque rural setting, it does not provide an accurate portrayal of its historic composition.
- The Cecil and Mary Colvin Farmstead located at 5139 West Estrella Road is recommended as not eligible to the NRHP because it has lost too many of its period elements to convey its historic character. The farmhouse is the only primary element remaining from the historic period; however, it lacks integrity and architectural distinction.
- The Dad Farmstead at 6102 West Dobbins Road is recommended as not eligible for the NRHP due to a lack of historical significance, architectural merit, and integrity. Individually, the farmhouse and barn have been modified and lack architectural distinction. Overall, the property fails to convey its original historic character as a working farmstead.
- The Dean Farmstead at 9445 West Broadway Road is recommended as not eligible to the NRHP due to a lack of historical and architectural significance and diminished integrity of workmanship, design, and materials. The farmhouse is heavily modified through additions and is in a general state of disrepair.
- The Maddux House at 9115 West Broadway Road is recommended as not eligible for the NRHP due to a lack of historical and architectural significance.
- The Parker Farmstead at 3606 South 83rd Avenue is recommended as not eligible due to a lack of historical and architectural significance. None of the farmstead's historic period buildings and structures remain, except for the farmhouse built in 1950, which is heavily modified with additions and generally lacks integrity of design, workmanship, and materials.
- The Pitrat Farmstead at 5901 West Elliot Road is recommended as not eligible for the NRHP due to a lack of architectural integrity and historical significance. The historical layout of the farmstead has been lost as a result of property subdivisions and new construction. The house is heavily modified from its original form through multiple additions. Although the property is consistent with a rural agricultural landscape, in its current condition, it no longer conveys an accurate representation of its historical period character.



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- The Quinonez House at 9131 West Broadway Road is recommended as not eligible to the NRHP due to a lack of historical and architectural significance and diminished integrity of workmanship, design, and materials.
- The Sachs-Webster Farmhouse at 7515 West Baseline Road was previously recommended as eligible for the NRHP under Criterion C as an outstanding example of the Pyramid Cottage or Neo-Classical bungalow style house. Not only is the house a rare example of a once common Territorial-period architectural style, it is also exceptional in that few homes built in Phoenix in the Pyramid Cottage style possess as many of the hallmark attributes as does the Sachs-Webster House.

Farmsteads with Dairy Components

- The Colvin-Tyson Farmstead/Barnes Dairy located at 6159 West Dobbins Road is recommended as not eligible to the NRHP as a whole because of a lack of integrity and historical significance. However, the dairy "head-to-toe" barn is recommended as individually eligible under Criterion C as a rare example of a once common architectural form that was a characteristic feature in Laveen's historic landscape and an integral component of its local economy. It is one of the few standing family-operated dairy barns in Laveen. It is also recognized as important within the broader context of the Salt River Valley's dairy industry as a surviving example of a dairy head-to-toe barn used during the height of its agricultural era.
- The Hackin Farmstead/Dairy at 10048 South 59th Avenue is recommended as not eligible to the NRHP because of a lack of integrity and historical significance. However, the dairy "flat" barn, is recommended as individually eligible under Criterion C as a rare example of a once common form that was a characteristic feature in Laveen's historic landscape and an integral component of its local economy. It is one of the few remaining family-operated dairy barns in Laveen. It is also important within the broader context of the Salt River Valley's dairy industry as a surviving example of a dairy flat barn used during the height of its agricultural era.

Feedlots

- The C.O. Pitrat & Sons Feedlot in the 6100 Block of West Elliot Road is recommended as not eligible for the NRHP because of a lack of historical and architecture significance. The feedlot is 50 years old; however, most of its operation occurred in modern times. The structures and buildings are poorly preserved and generally lack integrity.

Highways

- US 80 (AZ FF:9:17 [ASM]) is considered eligible to the NRHP under Criterion A at the national level as one of the first designated transcontinental routes and for its association with the development of the U.S. interstate transportation network. The segment within the study area has been widened and modernized and no longer retains integrity of design, workmanship, and materials. Furthermore, its integrity of setting and feeling are lost with most of the surrounding landscape.



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August 31, 2005
Page 6 of 12

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- The Sachs-Webster Farmhouse at 7515 West Baseline Road was previously recommended as eligible for the NRHP under Criterion C as an outstanding example of the Pyramid Cottage or Neo-Classical bungalow style house. Not only is the house a rare example of a once common Territorial-period architectural style, it is also exceptional in that few homes built in Phoenix in the Pyramid Cottage style possess as many of the hallmark attributes as does the Sachs-Webster House.

Farmsteads with Dairy Components

- The Colvin-Tyson Farmstead/Barnes Dairy located at 6159 West Dobbins Road is recommended as not eligible to the NRHP as a whole because of a lack of integrity and historical significance. However, the dairy “head-to-toe” barn is recommended as individually eligible under Criterion C as a rare example of a once common architectural form that was a characteristic feature in Laveen’s historic landscape and an integral component of its local economy. It is one of the few standing family-operated dairy barns in Laveen. It is also recognized as important within the broader context of the Salt River Valley’s dairy industry as a surviving example of a dairy head-to-toe barn used during the height of its agricultural era.
- The Hackin Farmstead/Dairy at 10048 South 59th Avenue is recommended as not eligible to the NRHP because of a lack of integrity and historical significance. However, the dairy “flat” barn, is recommended as individually eligible under Criterion C as a rare example of a once common form that was a characteristic feature in Laveen’s historic landscape and an integral component of its local economy. It is one of the few remaining family-operated dairy barns in Laveen. It is also important within the broader context of the Salt River Valley’s dairy industry as a surviving example of a dairy flat barn used during the height of its agricultural era.

Feedlots

- The C.O. Pitrat & Sons Feedlot in the 6100 Block of West Elliot Road is recommended as not eligible for the NRHP because of a lack of historical and architecture significance. The feedlot is 50 years old; however, most of its operation occurred in modern times. The structures and buildings are poorly preserved and generally lack integrity.

Highways

- US 80 (AZ FF:9:17 [ASM]) is considered eligible to the NRHP under Criterion A at the national level as one of the first designated transcontinental routes and for its association with the development of the U.S. interstate transportation network. The segment within the study area has been widened and modernized and no longer retains integrity of design, workmanship, and materials. Furthermore, its integrity of setting and feeling are lost with most of the surrounding landscape



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transformed from rural agricultural to urban commercial/industrial. It is recommended that the segment in the study area is not eligible to the NRHP as a non-contributing component of US 80.

Historic Townsites

- The historic Santa Marie Townsite, located at the southwest corner of Lower Buckeye Road and 83rd Avenue, is recommended as eligible to the NRHP under Criteria A and B. The unincorporated townsite is a living example of an historic, rural Hispanic agricultural community in the Salt River Valley. Communities such as Santa Maria had an important role in the development and operation of the Valley’s agricultural industry throughout the 20th century. In addition, the townsite has an association with Khattar Joseph Nackard, an Arizona businessman who had an influential role developing and shaping the State’s economic and commercial future. As such, it is recommended that the Santa Marie Townsite is eligible for the NRHP under Criteria A and B.

Railroads

- The Southern Pacific Railroad Wellton-Phoenix-Eloy Main Line (AZ T:10:84 [ASM]) is recommended as eligible to the NRHP for its association with the development of Arizona’s railroad network. The railroad has been maintained and upgraded over the years and remains an important component of Arizona’s transportation network.

Streetscapes

- The 6100 Block West Dobbins Road Streetscape is recommended as eligible to the NRHP under Criteria A and D as an example and reflection of the lower Salt River Valley’s agricultural past. In contrast to a more common, barren rural streetscape defined by a two-lane road passing between broad, open agricultural fields, the 6100 Block contains a suite of rural agricultural elements that convey a strong sense of what rural life was like in Arizona in the early to mid 1900s; (i.e., it captures more of the human element). Rural streetscapes are becoming increasingly rare in the lower Salt River Valley, as agricultural communities are replaced by urban development. It is recommended that the 6100 Block West Dobbins Road Streetscape is eligible to the NRHP under Criteria A and D, not only for its association with Arizona’s early agricultural development, but more so for its information potential to provide future Arizonans with an idea of what rural agricultural life was like in the lower Salt River Valley during the early years of statehood.

All sites are located on private land, except for the Sachs-Webster Farmhouse (7515 West Baseline Road) – Flood Control District Maricopa County; SRP 99th Avenue Lateral – Bureau of Reclamation/Salt River Project; US 80/ AZ FF:9:17 (ASM) – City of Phoenix, and the 6100 Block West Dobbins Road Streetscape – City of Phoenix. FHWA/ADOT is concurrently consulting with these agencies regarding the eligibility of these sites located on their land.



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As more information becomes available regarding the South Mountain Freeway project, it will be provided to your agency through continued Section 106 consultation. Please review the enclosed Class I overview and Class III survey report and information provided in this letter. If you find the reports adequate and agree with the eligibility recommendations, please indicate your concurrence by signing below. We also look forward to continuing consultations with your office. The final Programmatic Agreement is being completed and will be submitted for signature in September 2005. If you have any questions or concerns, please feel free to contact Ruth Greenspan at 602-712-6266 or e-mail R.Greenspan@azdot.gov.

Sincerely,



Serelle E. Laine, Coordinator
Historic Preservation Team
Environmental & Enhancement Group
205 South 17th Avenue Rm. 213B Mail Drop 619B
Phoenix, Arizona 85007-3213

Enclosures

Signature for SHPO Concurrence _____

Date _____

cc: SThomas (FHWA); WVachon (FHWA)



Table A. Addendum Class I Overview Report Eligibility and Management Summary.

Alignments	Site	Type	Location	Jurisdiction	NRHP Eligibility (Criterion)	Management Recommendation
W55/W71	AZ T:11:26 (ASM)	Hohokam Artifact Scatter	T1N, R1E, S4	ADOT	Not Eligible	None
	AZ T:12:4 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S6	ADOT, Private	Not Eligible	None
	AZ T:12:5 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S5	ADOT, Private	Not Eligible	None
	AZ T:12:10 (ASM) Las Colinas	Hohokam Village	T2N, R2E, S36; T1N, R2E, S1, 2, 11	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
	AZ T:12:38 (ASM)	Hohokam Village	T1N, R2E, S3	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
	AZ T:12:178 (ASM) Los Aumentos	Hohokam Village	T1N, R1E, S2	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects
W101 Alignments ¹	AZ T:7:167 (ASM) Grand Canal	Canal	T2N,R1E, S9, 16	Reclamation	Eligible (A, C)	Avoid, or else mitigate adverse effects
	AZ T:10:83 (ASM) Roosevelt Canal	Canal	T1N, R1E, S3, 4	Private	Eligible (A, C)	Avoid, or else mitigate adverse effects
	AZ T:11:26 (ASM)	Hohokam Artifact Scatter	T1N, R1E, S4	ADOT,	Not Eligible	None
	AZ T:12:4 (MNA)	Hohokam Artifact Scatter	T1N, R2E, S6	ADOT, Private	Not Eligible	None
	AZ T:12:178 (ASM) Los Aumentos	Hohokam Village	T1N, R1E, S2	ADOT, Private	Eligible (D)	Avoid, or else mitigate adverse effects

¹ = Includes alignments W101WPR, W101WFR, W101W99, W101CPR, W101CFR, W101EPR, W101EFR

Table B. Addendum Class III Survey Report Eligibility and Management Summary.

Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
AZ T:12:221 (ASM)	n/a	Prehistoric Scatter	N	W55	Fowler	T1N, R2E, S31	Private	Eligible (D)	Avoid, or else mitigate
6100 Block West Dobbins Road Streetscape	6100 Block W. Dobbins Rd.	Rural Streetscape	N	W55	Laveen	T1S, R2E, S6,7	Private, Phoenix	Eligible (A,D)	Avoid, or else mitigate
Anderson Farm Tenant Residences	9901 and 9903 W. Van Buren Rd.	Tenant Residents	N	W101 (all)	Tolleson	T1N, R1E, S8	Private	Not Eligible	None
C. O. Pitrat & Sons Feedlot	6100 Block W. Elliot Rd.	Feedlot	N	W71, W101 (all)	Laveen	T1S, R2E, S18	Private	Not Eligible	None
Carter Farmstead	7201 and 7215 W. Broadway Rd.	Farmstead	N	W71	Fowler	T1N, R1E, S25	Private	Not Eligible	None
Cecil and Mary Colvin Farmstead	5139 W. Estrella Rd.	Farmstead	N	None ¹	Laveen	T1S, R2E, S20	Private	Not Eligible	None
Colvin-Tyson Farmstead/Barnes Dairy	6159 W. Dobbins Rd.	Farmstead/Dairy	N	W55	Laveen	T1S, R2E, S7	Private	Farmstead: Not Eligible; Dairy Barn: Eligible (C); contributing elements to 6100 Block Streetscape	Avoid dairy barn, or else mitigate; avoid portion within 6100 Block Streetscape boundaries, or else mitigate



Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
Dad Farmstead	6102 W. Dobbins Rd.	Farmstead	N	W55	Laveen	T1S, R2E, S6	Private	Farmstead: Not Eligible; contributing element to 6100 Block Streetscape	Avoid portion within 6100 Block Streetscape boundaries, or else mitigate impacts to streetscape
Dean Farmstead	9445 W. Broadway Rd.	Farmstead	N	W101 (all)	Tolleson	T1N, R1E, S28	Private	Not Eligible	Avoid
Hackin Farmstead/Dairy	100048 S. 59 th Ave.	Farmstead/Dairy	N	None ²	Laveen	T1N, R1E, S7	Private	Farmstead: Not Eligible; Dairy Barn: Eligible (C)	Avoid dairy barn, or else mitigate
Hudson Farm	9300 S. 59 th Ave.	Farm	N	W55	Laveen	T1S, R1E, S7	Private	Farm: Eligible (A); Silos: Eligible (C)	Avoid, or else mitigate
Jarvis Marine Repair Shop	5800 W. Buckeye Rd.	Commercial Building	N	W55	Fowler	T1N, R2E, S8	Private	Not Eligible	None
Maddux House	9115 W. Broadway Rd.	Farmhouse	N	W101 (all)	Tolleson	T1N, R1E, 28	Private	Not Eligible	None
Mother's Restaurant	5760 W. Buckeye Road	Commercial Building	N	W55	Fowler	T1N, R2E, S8	Private	Not Eligible	None
Parker Farmstead	3606 S. 83 rd Ave.	Farmstead	N	W101EPR, W101EFR	Fowler	T1N, R1E, S22	Private	Not Eligible	None
Pitrat Farmstead	5901 W. Elliot Rd.	Farmstead	N	None ³	Fowler	T1S, R2E, S18	Private	Not Eligible	None

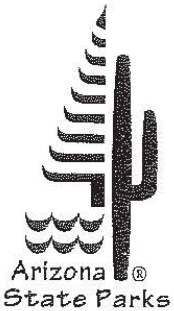


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Name	Address	Type	Newly (N)/Previously (P) Recorded	Alignment	USGS 7.5' Map	Township, Range, Section	Ownership	NRHP Eligibility Recommendation	Management Recommendation
Quinonez House	9131 W. Broadway Rd.	Farmhouse	N	W101 (all)	Tolleson	T1N, R1E, S28	Private	Not Eligible	None
Sachs-Webster Farmhouse	7515 W. Baseline Rd.	Farmhouse	P	W101 (all)	Tolleson	T1S, R1E, Ss	FCDMC	Eligible (C)	Avoid, or else mitigate
Santa Marie Townsite	Lower Buckeye Rd. and S. 83 rd Ave.	Townsite	N	W71	Fowler	T1N, R1E, S24	Private	Eligible (A,B)	Avoid, or else mitigate
SPRR Wellton- Phoenix-Eloy Main Line	UPRR R/W	Railroad	P	All	Fowler, Tolleson	T1N, R1E, S8,9,12,13,16,17; R2E, S8	UPRR	Eligible (A)	Avoid, or else mitigate
SRP 99 th Avenue Lateral	99 th Ave. and Lower Buckeye Rd.	Irrigation Canal	P	W101W99	Tolleson	T1N, R1E, S16	SRP/ Reclamation	Eligible (A)	Avoid, or else mitigate
US 80 (AZ FF-9:17 [ASMI])	West Buckeye Road	Highway	P	All	Fowler, Tolleson	T1N, R1E, S8,9,12,13,16,17; T1N, R2E, S8, 17	Phoenix	Eligible (A) (non-contributing)	None

Table Notes:

- 1) all the alignments cross the property parcel but do not intersect the farmstead.
2) W55 crosses the property parcel but misses the farmstead and dairy barn;
3) All the alternative alignment pass within about 100 m of the farmstead but do not directly impact it.



"Managing and conserving natural, cultural, and recreational resources"

September 19, 2005

Dr. Ruth Greenspan
Historic Preservation Specialist
Environmental & Enhancement Group
Arizona Department of Transportation
205 South 17th Avenue Room 213E
Phoenix, AZ 85007-3212

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA H5764 01E
South Mountain Transportation Corridor
Continuing Section 106 Consultation
SHPO-2003-1890 (25323)

Janet Napolitano
Governor

State Parks
Board Members

Chair
Elizabeth Stewart
Tempe

William C. Porter
Kingman

William Cordasco
Flagstaff

Janice Chilton
Payson

William C. Scalzo
Phoenix

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Yarnell

Mark Winkelman
State Land
Commissioner

Kenneth E. Travous
Executive Director

Arizona State Parks
1300 W. Washington
Phoenix, AZ 85007

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www.azstateparks.com

800.285.3763 from
(520 & 928) area codes

General Fax:
602.542.4180

Director's Office Fax:
602.542.4188

Dear Dr. Greenspan:

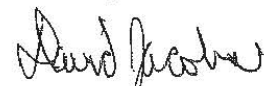
Thank you for consulting with the State Historic Preservation Office (SHPO) pursuant to Section 106 of the National Historic Preservation Act regarding plans for the South Mountain Freeway connecting Interstate 10 in west Chandler to I-10 in west Phoenix, Maricopa County, Arizona, and submitting cultural resources reports and recommendations for review and comment. Dr. Bill Collins, Deputy SHPO/Historian, and I have reviewed the submitted materials and offer the following comments.

The submitted cultural resources reports [*An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* and *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona*] are adequate. Before responding to the eligibility recommendations, some clarification is needed:

- 1) Page two of the cover letter states that the Class 1 identified 27 previously recorded prehistoric and historic archaeological sites; the breakdown of the eligibility status of these sites (i.e., 5 eligible, 7 not eligible, 7 not evaluated and 8 unknown) in the report differs from the characterization in the cover letter (i.e., 5 eligible, 5 not eligible, 9 not evaluated, and 8 unknown).
- 2) The text of the cover letter neglects to mention that the eligible Barnes Dairy Barn and the ineligible Dad Farmstead are part of the eligible 6100 West Dobbins Road Streetscape (although this is part of the listing in Table B to the cover letter). Dr. Collins also commented that the reasoning behind the suggested D eligibility of the 6100 West Dobbins Road Streetscape is actually more appropriate to A eligibility, so he disagrees with the recommendation that it is "more" eligible for D than A (see page 7 of cover letter). He agrees that it is A eligible, and did not see D eligibility properly evaluated at all.

We appreciate your cooperation with this office in considering the potential impacts of development on cultural resources situated in Arizona. If you have any questions or comments, please contact me at (602) 542-7140 or electronically at djacobs@pr.state.az.us.

Sincerely,



David Jacobs
Compliance Specialist/Archaeologist
State Historic Preservation Office



Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation

Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Eilers
State Engineer

September 29, 2005

RECEIVED

SEP 29 2005

Dr. David Jacobs
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

RE: Project No. NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Transportation Corridor
Continuing Section 106 Consultation
Addendum Class I and Class III Survey Reports
Eligibility Recommendations

Dear Dr. Jacobs:

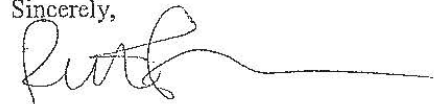
The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are conducting technical studies in support of the Environmental Impact Statement (EIS) for the 202L, South Mountain Freeway, EIS & Location/Design Concept Report project. As part of this effort, our office submitted two cultural resources reports on August 26, 2005. The reports were entitled *An Addendum Cultural Resources Class I Overview Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck and Touchin 2005) and *An Addendum Cultural Resources Report for the 202L, South Mountain Freeway EIS & L/DCR Project, Maricopa County, Arizona* (Brodbeck 2005). In your response letter dated September 19, 2005, you found the report adequate and provided several comments requesting clarification on the following eligibility recommendations:

- The first comment noted inconsistencies between the eligibility summary in the consultation letter and the Class I report. We have confirmed that a total of 27 previously recorded historic and prehistoric archeological sites were identified in the Class I report. Five of the sites were previously determined eligible, 7 were considered not eligible, 7 had not been previously evaluated, and the eligibility status of 8 sites is unknown.
- The second comment noted that the consultation letter neglected to mention that the Barnes Dairy and the Dad Farmstead are part of the 6100 West Dobbins Road Streetscape. We would like to confirm that the Barnes Dairy is recommended as eligible both individually and as a contributing component of the Dobbins Streetscape. In contrast, while the Dad Farmstead is recommended as not eligible as an individual property, it is recommended eligible as a contributing component of the Dobbins Streetscape.
- Third, Dr. Collins commented that the 6100 West Dobbins Road Streetscape is more appropriately eligible under Criterion A than Criterion D. We concur that the Dobbins Streetscape is eligible under A, rather than D.

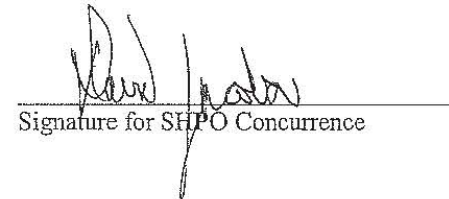
Jacobs
 TRACS No. 202L MA 054 H5764 01L
 September 29, 2005
 Page 2 of 2

As more information becomes available regarding the South Mountain Freeway project, it will be provided to your agency through continued Section 106 consultation. If you find the reports adequate and agree with the eligibility recommendations, please indicate your concurrence by signing below. We also look forward to continuing consultation with your office. If you have any questions or concerns, please feel free to contact me at 602-712-6266 or e-mail rgreenspan@azdot.gov.

Sincerely,



Ruth L. Greenspan
 Historic Preservation Specialist
 Environmental & Enhancement Group
 205 South 17th Avenue Rm. 213E Mail Drop 619E
 Phoenix, Arizona 85007-3213



Signature for SHPO Concurrence

30 Oct 05
 Date

cc:
 SThomas (FHWA)
 WVachon (FHWA)



ARIZONA DIVISION

4000 North Central Avenue
 Suite 1500
 Phoenix, Arizona 85012-3500
 (602) 379-3646
 Fax: (602) 382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>

May 8, 2012

In Reply Refer To:
 NH-202-D(ADY)
 HOP-AZ

NH-202-D(ADY)
 TRACS No. 202L MA 054 H5764 01L
 South Mountain Freeway (Loop 202)
 Section 4(f) Consultation
 "temporary occupancy of trails"

Mr. Chris Coover, Regional Trail Coordinator
 Maricopa County Parks and Recreation Department
 234 North Central Avenue, Suite 6400
 Phoenix, Arizona 85004

Dear Mr. Coover:

In coordination with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for the proposed South Mountain Freeway. The alternatives under study would pass through the cities of Phoenix and Tolleson, and the communities of Laveen and Ahwatukee. As part of the EIS, an analysis of properties eligible for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303) must be completed. Section 4(f) properties are any publicly owned parks and recreation areas (including trails), waterfowl and wildlife refuges and historic sites considered to have national, state, or local significance. A number of Maricopa County trails that are eligible for Section 4(f) protection have been identified in the South Mountain Study Area (see attached figure).

If the South Mountain Freeway were built, there would be no permanent impacts to the Maricopa County Trails System as a result of the project. All proposed build alternatives would span existing and proposed trails to avoid impacts. However, during construction (if a build alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited periods of time due to safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin trails further along their length.

Under 23 C.F.R. 774.13 the various exceptions to the requirements of Section 4(f) are identified. Subsection (d) details that "temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f)" would be an exception if the following conditions are met:

- (1) temporary duration and no change in ownership of the land;
- (2) scope of work must be minor;

- (3) there are no anticipated permanent adverse physical impacts, nor interference with the protected activities of the property;
- (4) the land being used must be fully restored; and
- (5) there must be documented agreement of the official with jurisdiction over the Section 4(f) resource.

FHWA believes that potential impacts to the trails constitute a temporary occupancy of this resource and therefore qualifies under the Section 4(f) exception because:

- Although the exact duration has not yet been defined, the duration of closures would be short - less than the duration of freeway construction
- There would be no change in land ownership
- There would be no permanent changes to the trails.
- There would be no anticipated permanent adverse physical impacts, nor would there be interference with the activities or purpose of the trails
- Although no physical disturbance of the trails is anticipated, should this occur, trails would be returned to pre-construction conditions

If you agree with FHWA's determination that temporary closure of portions of the trails would constitute temporary occupancy and qualify for the exception under Section 4(f), please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Rebecca Swiecki at 602-382-8979 or e-mail Rebecca.Swiecki@dot.gov or Ralph Ellis with ADOT at 602-712-7973 or e-mail rellis@azdot.gov.

Sincerely yours,

MAY 21 2012



Karla S. Petty
Division Administrator



Signature for Maricopa County Parks and Recreation
Department Concurrence
NH-202-D(ADY)

5/10/12
Date

Enclosure



U.S. Department
of Transportation
Federal Highway
Administration

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
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Phone: (602) 379-3646
Fax: (602) 382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>

July 21, 2014

In Reply Refer To:
NH-202-D(ADY)
HOP-AZ

NH-202-D(ADY)
TRACS No. 202L MA 054 H5764 01L
South Mountain Freeway (Loop 202)
Section 4(f) Consultation
"temporary occupancy of trails"

Mr. James Burke, Director
City of Phoenix Parks and Recreation
200 West Washington Street, 16th Floor
Phoenix, Arizona 85003

Dear Mr. Burke:

In coordination with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is preparing an environmental impact statement (EIS) to evaluate alternatives for the proposed South Mountain Freeway. The alternatives under study would pass through the Cities of Phoenix and Tolleson and the Communities of Laveen and Ahwatukee. As part of the EIS, an analysis of properties eligible for protection under Section 4(f) of the U.S. Department of Transportation Act of 1966 must be completed. Section 4(f) properties are any publicly owned parks and recreation areas (including trails), waterfowl and wildlife refuges, and historic sites considered to have national, state, or local significance. A number of Maricopa County and City of Phoenix trails that are eligible for Section 4(f) protection have been identified in the South Mountain Freeway Study Area (see attached Figure 1). The City's new Pyramid trail, also eligible for Section 4(f) protection, would be adjacent to the proposed Chandler Boulevard extension (see attached Figure 2).

If the South Mountain Freeway were built, there would be no permanent impacts on the Maricopa County trails system or the City's Pyramid Trail as a result of the project. All proposed action alternatives would be adjacent to or span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction or the Chandler Boulevard extension construction would be closed for limited times for safety reasons. In the case of the Pyramid Trail, the Chandler Boulevard extension would restrict access to the trail head. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length.

These impacts to the City's Pyramid Trail would be defined as temporary occupancy under the exceptions of Section 4(f). The various exceptions to requirements of Section 4(f) are identified in 23 Code of Federal Regulations § 774.13. Subsection (d) details that "temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f)" would be an exception if the following conditions are met:

- (1) The occupancy is of temporary duration and there is no change in ownership of the land.
- (2) The scope of work is minor.
- (3) There would be no permanent changes to the trails.

- (4) There are no anticipated permanent adverse physical impacts, nor interference with the protected activities of the property.
- (5) The land being used is fully restored.
- (6) Documented agreement of the official with jurisdiction over the resource regarding the above conditions

FHWA believes that the potential impacts to the trails constitute a temporary occupancy of this resource and, therefore, that the impacts qualify under the Section 4(f) exception because of the following:

- (1) Although the exact duration has not yet been defined, the duration of closures would be short—less than the duration of freeway construction.
- (2) There would be no change in land ownership.
- (3) There would be no permanent change to the trails.
- (4) There would be no anticipated permanent adverse physical impacts or interference with the activities or purpose of the trails.
- (5) Although no physical disturbance of the trails is anticipated, should this occur, the trails would be returned to preconstruction conditions.


On May 10, 2012, Maricopa County Parks and Recreation concurred with FHWA’s determination that temporary closure of portions of the trails within the Maricopa County Trails System, including those through Phoenix South Mountain Park Preserve, would constitute a temporary occupancy under Section 4(f).

If you also agree with FHWA’s determination that temporary closure of the City’s Pyramid Trail would constitute a temporary occupancy under Section 4(f), please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Rebecca Yedlin, FHWA Environmental Coordinator, at (602) 382-8979 or email Rebecca.Yedlin@dot.gov or contact Ralph Ellis, ADOT Planning Section Manager, at (602) 712-7973 or email rellis@azdot.gov.

Sincerely yours,



Karla S. Petty
Division Administrator



Signature for City of Phoenix
Parks and Recreation Department Concurrence
NH-202-D(ADY)

7/24/14
Date

Enclosures

Figure 2. Pyramid Trail

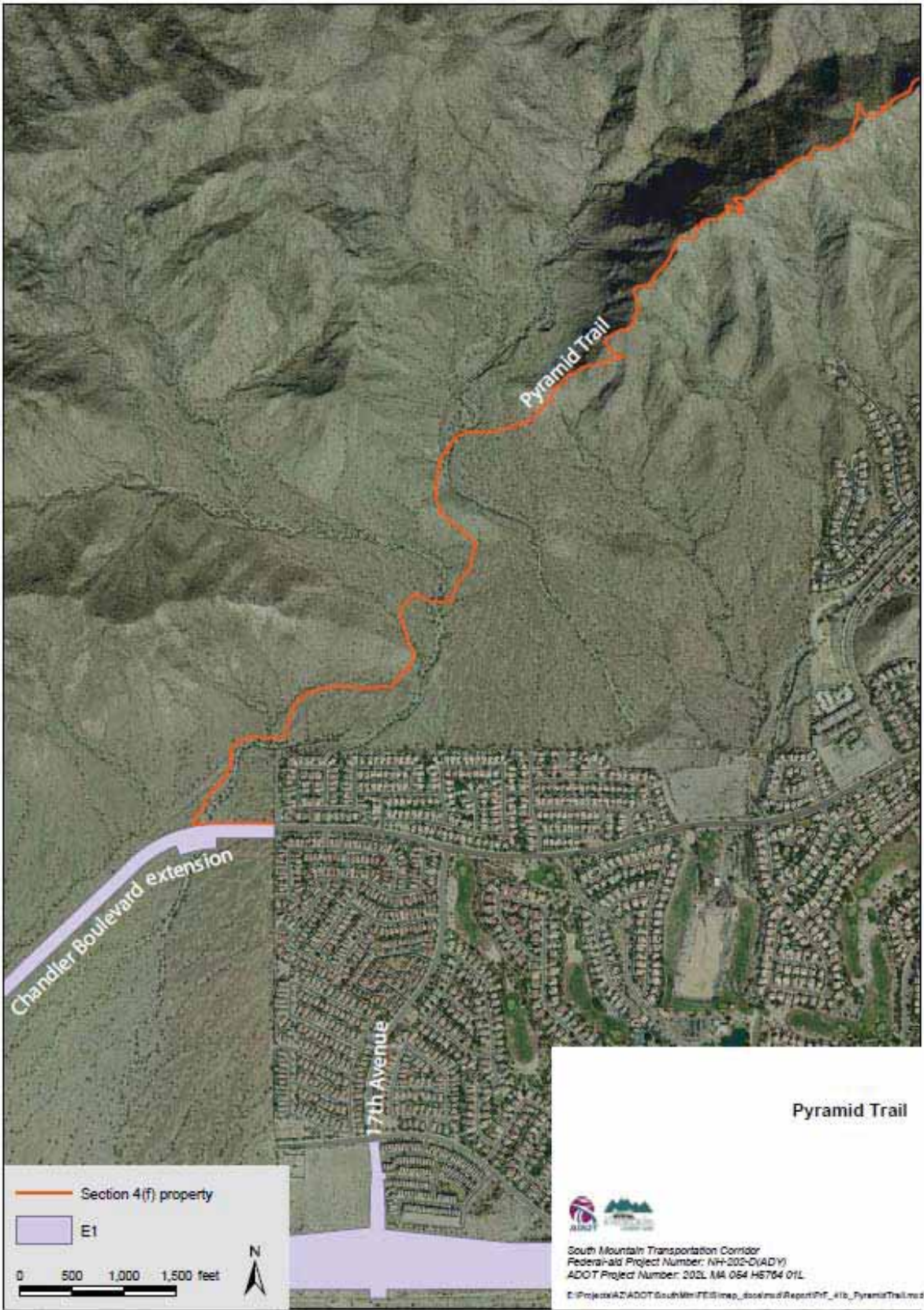


Figure 1. Recreational Trails System in the Study Area

